

GRACE, SPACE...

Jaguar saloon owners have traditionally demanded these three key features, which have been delivered over decades by generations of silky smooth 'sixes' and latterly V8s, carefully honed chassis, and cabins that have focussed on refinement and ambience as much as pure performance – the true Jaguar experience. So the launch of their new X-Type diesel, powered by a mere four-cylinder engine, and a diesel at that, was a brave but frankly necessary step into hitherto unknown territory – and one that has generally been acknowledged as highly successful.

"Strong mid-range performance", and "pleasantly neutral and predictable handling" were some of D.C.'s initial



Turn the key and feel the difference.

impressions of the oil-burning X-Type, to which, in the light of further experience, I can add excellent refinement levels and build quality, and further praise for the end results of Jaguar's own much-researched individual interpretation of the excellent Ford 130bhp 2-litre TDCi power unit.

David Bellamy (not the green-fingered, hairy one!) from Wiltshire has been well pleased with the first few thousand miles at the wheel of his X-Type Diesel and, as he confessed, he had some small doubts as to whether some added performance, courtesy of Tunit, might even spoil such a good thing. But, after some reassuring words with Tunit, he decided to journey up to their HQ in Lancashire and offer his car as something of a test-bed for the Tunit boys – this being their first conversion to date on the Coventry Cat.

Installation of the compact plug-in Tunit 'black box' was a matter of mere minutes, and the next step was to take some power and torque measurements on Tunit's TAT rolling road dynamometer for the engine in unmodified form. Experience with tuning the parent Ford TDCi power unit gave every expectation of some strong figures, and such proved to be the case, with averages of three runs giving 147bhp and 246 lb ft – the power figure being well over ten per



Smooth Operator: The Jag was even silkier once Tunit had finished.

cent up on specification. So the gauntlet was well and truly thrown down, and various permutations of the variable settings on the Tunit led on to a number of dynamometer runs that went well into double figures. M.D. Mike Bromley was aiming for 170bhp but, leaving a little margin in hand, he settled eventually for an impressive 165.4bhp, and a torque figure of 278 lb ft. To put this result into perspective, that's five per cent more peak power than the Jaguar 2 litre V6 petrol unit, (and at only a touch over half the engine speed!) and 33 per cent more torque than the Jaguar 3 litre petrol V6! But the proof of any such conversion lies

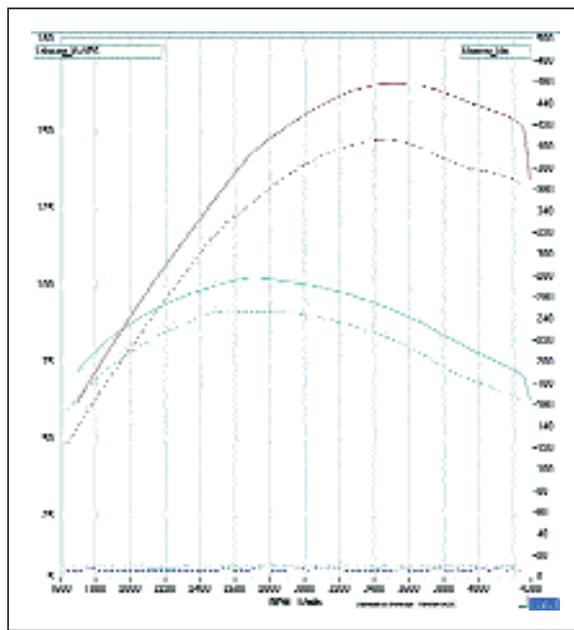


Under the bonnet is the Ford 2.0 oil burner.

"Out in the country, a broader grin spread across David's face..."

on the road and, with David at the wheel, trickling through town traffic, his own words told the story. "Definitely smoother at low engine speeds – and look, it pulls happily at 30mph in fifth" he said. "It wouldn't do that before, and it's definitely pulling stronger from 1,500rpm onwards. And it just seems smoother all round – I just wouldn't have believed that – and I was actually concerned that the tuning might lose some of the smoothness!" Out in the country a broader grin spread across David's face, as he gave the X-Type some serious exercise through the gears. "I can really feel the difference – but you try it now," he said generously, "I've got plenty of time to play on the way home!" I took the wheel, and immediately I was impressed by the engine's silky refinement and power delivery – especially the mid range torque. It could actually pass for a

AND MORE PACE



The chart shows 33% more torque than even the V6 petrol Jag!



Tweaked by Ford, Jaguar and finally, Tunit.

comparing as they do with figures in the mid-twenties for all three of the petrol models.

You'll also see from the power and torque dynamometer plots that the converted engine gives a beautifully contoured curve that fades very gently and smoothly, and doesn't "die" after the power peak around a very modest 3,500rpm. That's confirmed by its willingness, even eagerness, to spin freely up to 4,500rpm – another significant feature noted by the owner and one that, together with better and smoother low-speed lugging, extends the effective working range of the Jaguar engine. So, for the modest cost of £400 + VAT (fitting is extra if required, but this is a true DIY conversion, available mail order) you



The X-Type: First Jaguar diesel since the beginnings of the company.

'six' at times. It might seem fanciful that Tunit could actually improve on Jaguar's own successful efforts at refining the Ford power unit, but that conclusion was undeniable, as was the extra punch that confirmed the 18bhp plus power gain. There's precious little scope for criticism of

"I was impressed by the engine's silky refinement and power delivery."



The dynamometer showed improvement.



Bromleys
Bromleys Performance Tuning
Tel: 01257 274100 or visit
www.tunit.co.uk

You would think it difficult to improve an engine that Jaguar had already refined... but we did!

the standard engine, but the Tunit conversion made the X-Type even more of a true Jaguar and, although we had no time for taking any acceleration figures, one that's almost certainly a real-life match for the 194bhp 2.5litre petrol V6 in performance terms. And, based on experience, David's 38-42mpg economy averages will probably be little changed –

get a significantly improved 2.0D X-Type, and levels of diesel performance and refinement that would have been considered a pipe-dream only a few years back. You can get details on this, and similar exciting conversions to most diesels at www.tunit.co.uk, or on 01257 274100, or from any of their many local agents, many of whom advertise in Diesel Car.